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HONGKONG, MONDAY, JUNE 11TH, 1900.

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New Advertisements will be found on page 4.

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Hongkong, 16th November, 1900.

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Simply
pour a Cupful in a bucket of
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SPECIALLY NOTE
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DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,

17A, QUEEN'S ROAD, HONGKONG.

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1900
THE THIRTY-EIGHTH ANNUAL ISSUE.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address PRESS—A.B.C. Code.
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The Daily Press.

HONGKONG, June 11th, 1900.

"This clinches matters" are the striking words with which concludes the last of our special telegrams from Shanghai appearing in this morning's issue, and to this statement all will surely assent. The step has at length been taken which should have been prepared for by the European and American Governments many months ago. Erring on the side of over-caution, the Powers have hesitated to endanger the stability, such as it was, of the Imperial Government at Peking by a display of armed force, until now the choice has been taken out of their hands. Sir CLAUDE MACDONALD's despatch to Mr. P. L. WARREN, Acting British Consul-General at Shanghai, shows from its language that it has not been his fault that proceedings have not been taken earlier. The anti-foreign movement has been "allowed," he says, "to grow to such an extent" that we now have before us the present crisis. This demonstrates, at any rate, that the inaction of Great Britain in the past has not received the approval of H. M. Minister at Peking. But inaction has now given way to vigorous

action. Yesterday morning what was almost an armoured train started on its way to the Chinese capital with materials for relaying the torn-up line and machine guns to protect the operations. On the train were eight hundred troops, mainly British marines, under the command of Admiral SEYMOUR and the United States Commander. Following them was a composite force in a second train. Peking should soon be under the control of the allied troops. Fortunately it turns out that the Legations were already better protected than we knew, for on the 31st ult. a large detachment of mixed forces arrived in the city for the purpose of adding to the security of the Legation buildings, which seem to have become small fortresses. At least we learn that the refugee British missionaries were safe within the walls of the British Legation. As far as we know, there has been no actual fighting in Peking itself, the so-called Boxers devoting most of their energy to burning down smaller towns and pillaging in the neighbourhood. The statement by Sir CLAUDE MACDONALD that the Throne is strongly influenced by sympathy with the rebels, coupled with the news of an encouraging Imperial Edict on Wednesday last, should settle at last the question of the present dynasty remaining in power. It cannot guide the Chinese Empire under modern conditions: its representation now is indeed too barbarous for such a task under any conditions. The call of the *Rossija* for the deposition of the Dowager Empress is a most hopeful sign, in that it shows that Russia is at any rate unwilling that the matter should be discussed. The powers are now offered the chance of sweeping away the corrupt and treacherous administrators of the Imperial Government, who have in a short time brought China to a pitch of degradation unexampled in her long history. There should be no compromise. It may be necessary to uphold a new and enlightened Government by European support. But we must earnestly express the hope that there will be set up no mere travesty of rule which will combine the incompetence of the present regime with additional weaknesses of its own. If the Chinese Empire is to continue as a whole, it must be held together from within as well as from without.

Some time ago in these columns we spoke of certain rumours being very assiduously spread about by certain, evidently interested, individuals to the effect that Sir CLAUDE MACDONALD had agreed to the raising of the customs Tariff. It has been for a long time patent that a simple increase of the present Tariff, unaccompanied by revision, and unencumbered by any stipulations as to the removal of growing abuses, was in the hearts of the present faction in power at Peking; and of this faction Li HUO-CHANG, the present Viceroy of the Liangkwang was the leading spirit. In the absence of any man with knowledge of statecraft, Li has played a role out of proportion to his ability, and it is no credit to our English representatives, official or mercantile, that they have tacitly concurred in this over-estimation of the individual, and have even sided him in some of the most retrogressive of his schemes. There was a time when the Customs Service in China still preserved a portion of that independence of thought which justified its first establishment; circumstances have changed all that, and for good or evil the service has become simply the reflection of the temporary feeling at Peking, and obeys the commands of its employers as any other department of the state. Whether this altered position of affairs is of advantage to either China or ourselves it is not for us to discuss; the fact remains and has a very important bearing at the present moment. The rumour to which we pointed the other day emanated, there is no doubt, from members of the Foreign Customs Service, and was intended to place difficulties in the way of the adjustment of the Tariff. As however a straw indicates the direction of the wind, the nature of the rumour may serve to show the influences at work to render any useful adjustment of the Tariff difficult, if not impracticable. Unfortunately there is still remaining in many minds an opinion that the entire Customs Service will be found to lend a willing assistance in the work of revision; that individuals will do so there is no reason to doubt, but that the service as a whole will be found on the side of revision it would be contrary to our experience of human nature to believe possible. The recent action of the service in rendering nugatory the opening of the inland waters is an instructive case in point; and there is unfortunately every reason to believe that the same obstructive means will be adopted in the present instance. Now, we do not seek to lay the blame on individuals, nor on the Service at large, but rather on our own authorities for failing to perceive the causes at work. As long as the circumstances under which the Service was inaugurated remained unchanged, it was natural to consider it as bound to foreign interests, but this has long ceased to be the case, and it is misleading and dangerous to trust

to the tradition long after the reality has departed. The reason of the undoubtedly breakdown of British Diplomacy at Peking is largely due to the simple-minded credulity of our Foreign Office in trusting rather to the interested assertions of Portland Place, or the Inspectorate General, than in listening to the reports of its own officials or lending an ear to the complaints of the British residents in the spot. Under these circumstances it is with mixed feelings of satisfaction and apprehension that the British communities in China have learnt from Mr. St. JOHN BRODRICK that the work of revision of the Tariff is to be left to the Minister at Peking. On the wisdom of the step we do not for a moment doubt, but (unfortunately there is a but in the case) everything will depend on the instructions with which the reference is accompanied. We learn that the new Commercial Attaché Mr. J. W. JANISON, is already on his way out, and will doubtless have full instructions with regard to the Revision. In both the Minister and Mr. Janison the communities have full confidence, and were the work left to them untrammelled by hampering conditions, we could look forward with some confidence to the result. Such, however, we fear is not in the mind of Lord SALISBURY, and it is in this fear that we have to utter a warning voice. With Lord SALISBURY the tradition of the single-mindedness of the Inspectorate-General is still a living entity, which, in spite of its invariable failure, when called on, still pursues him in his policy in China; we have had reason to despatch plainly on the part taken by the Inspectorate in stabilizing the work of the Minister as regards the opening of the internal waters. Only Lord SALISBURY is perhaps blind to the cause of his failure; but the weakness is of so long-standing that we fear that it has become chronic, and we confess that in the present composition of our Foreign Office we feel the greatest apprehension for the result.

The Gymkhana, which was to have been held on Saturday afternoon, was postponed till 5 p.m. on Wednesday next.

M. Pavloff, the Russian Minister at Seoul, is reported to have returned to his post on the 30th ult. from Port Arthur.

The return of plague cases up to noon on the 9th June showed that 14 fresh cases and 11 deaths occurred during the preceding 24 hours.

Sanitary Inspector Mills, who has been suffering from plague, was discharged from hospital on Saturday morning.

The appointments of Mr. J. W. Jones, Acting Deputy Registrar and Accountant, to be Acting Deputy Registrar and Appraiser, and of Mr. C. J. Xavier to be Acting Deputy Registrar and Accountant, during the absence on leave of Mr. A. Seth, are notified in the *Gazette*.

At the Magistracy on Saturday the Chinese fitter at Shaukiwan was arrested on a charge of attempting to murder his wife, appeared before Mr. Hazelton. The wife, however, declined to say a word against her husband. She said a fall was the cause of the injury to her head. The Magistrate bound prisoner over on security of \$100 to appear for sentence when called upon. The woman was taken back to Hospital, but it will be some time before she completely recovers.

At the Magistracy on Saturday the keeper of the boarding-house at 48, Connaught Road, was charged with assaulting a coolie. The complainant said he was brought down from Pakhoi with other coolies, being informed that they could get good wages in Hongkong. When they arrived here they were told that they would have to go Singapore. Upon this the defendant demanded their passage money and payment for the food he had supplied them with, and on them refusing to pay him anything a disturbance took place, during which the defendant threw the complainant downstairs, causing him severe injuries from which he is still suffering. On the application of Mr. Mounsey, the case was adjourned until to-day.

Still another case of piracy has been reported to the police. On Friday afternoon the cook of the steam-launch Lee Yih put in an appearance at the Water Police Station, and gave particulars of the attack. It seems that the launch left the harbour at half-past three on the 7th inst. for Canton, towing two kerosine lighters. At six o'clock, when near the Brothers' Wharf between Castlepeak and Lantau, two boats laden with men came alongside and the occupants of the launch were terrified by the firing of a musket. The pirates made fast to the launch, cut the lighters adrift and left one of their own boats behind, and steered away in a westerly direction. The cook of the launch jumped overboard and was picked up by a passenger boat, which brought him on to Hongkong. Later on in the day the master of one of the lighters arrived in the harbour. He reported that the wind being favourable, when the launch left them, they sailed away to the Customs Station at Lai Chau, where the lighters were left. Early on Saturday morning the launch returned to Hongkong. The master informed the police that the pirates took the launch away to Tan Shui Ho, in the Tung Kun district beyond the Bocca forts, where they went ashore in boats apparently waiting for them. They took with them from the launch \$645, money which was being taken to Canton to pay the dues on the kerosine.

Christmas Island is annexed to the Straits Settlements by proclamation. The annexation took effect on the 10th June.

It is stated that Mr. Sands, adviser to the Korean Foreign Office, has memorialised the Government, urging the imperative necessity of completely remodelling the laws and judicial procedure of the country, not only in the interests of civilization, but also because the independence of the empire is exposed to constant danger by the provisions and methods now in force.

The Foochow Tea Season, says the *Daily Echo* of that port, is an earlier one than of late years. The larger arrivals of Congou, however, only go in part to confirm this (84,000 half-chests against 119,000 half-chests to the end of May last year), the real reason as regards a considerable portion of the excess being that there have not been the same heavy rains and floods which delayed transport of the tea from the interior last year. Judging from figures, buyers appear to be somewhat wary, the settlements to the end of May barely reaching half those made to the same date last year.

The reported dissensions between Mr. Rhodes and Colonel Kekewich appear, after all, to have been exaggerated. The *London Gazette* of May 8th contains a despatch from Lord Roberts enclosing Colonel Kekewich's report of the operations at Kimberley. Lord Roberts pays a high tribute to the tact with which Colonel Kekewich's men carried themselves, and adds that Mr. Cecil Rhodes, the Mayor and other citizens rendered the most valuable assistance if helping to maintain order among the civil inhabitants, encouraging them to hold out, attending to sick and wounded and generally cooperating with the military commander. He also says: "By the active part which he took in raising the Kimberley Light Horse and providing horses for all the mounted troops at Kimberley, Mr. Rhodes in particular contributed materially to the successful defence of the place." Colonel Kekewich also pays a tribute to Mr. Rhodes.

Commenting on the recent terrible affair in Corea, the *Japan Mail* says:—"The Emperor of Corea now stands before the world a perfused monarch, unworthy to be again believed. The whole incident is an abominable outrage. There is no law of morality or principle of expediency that requires the civilized world to stand a silent spectator of such horrors. We earnestly hope that Japan will not relax her efforts to contrive some effectual guarantee against any repetition of crimes so shocking. Her own hands were not clean in this matter thirty years ago. But she appreciated and obeyed the necessity of respecting the moral code of the nations with which she had established relations of friendship, and she has therefore a kind of prescriptive right to avert Corea into the same civilized route. If she succeeds, these unhappy men, Kwong and An, will not have suffered a shocking death in vain. Their connection with the murder of the Queen—if, indeed, they were connected with it—will have been amply condoned should their fate prove the means of rescuing their country from judicial barbarism."

Japanese papers report that the punishment which it was announced would be suffered by the Corean officials responsible for the death of An and Won (or Kwong) on the charge of having acted against the Imperial orders, has been countermanded, but Judge Li Yu-ji, who presided at the examination of the two prisoners, has been dismissed. A representative of the *Osaka Asahi* in Tokyo has obtained an interview with Won Tong-chin, the younger brother of Won Yang-chin. He stated that he had not been surprised to hear the bad news regarding his brother, who had prepared himself to die. He had, however, warmly endorsed the proposal of his brother to return to Corea in the interests of his country. At the time he left Tokyo, various rumours were circulated as to his motives, which were entirely misconceived. Won saw that his residence in Japan would never give him an opportunity of placing his country on a firm basis, and seeing the position of Corea getting worse day after day he had decided to go home to die rather than resignedly see his country fall. He had taken with him a voluminous memorial to the Throne suggesting the means of rescuing their country from judicial barbarism."

Tientsin reported last night that affairs in the capital were very critical and that it was impossible to wire detailed news.

SHANGHAI, 10th June, 11.47 a.m.
ARMED TRAIN STARTS FOR PEKING.

Tientsin reports to-day that 800 troops, chiefly British, are forcing their way to Peking. The train has just left with machine guns mounted for use and sleepers to repair the line. Admiral Seymour and the American Commander are leading.

SECOND TRAIN FOLLOWS—MORE TROOPS LAND.

The Russian, Japanese, and French troops and more British are following by a second train. More troops are landing. Great satisfaction is felt at Tientsin. This clinches matters.

We learn that three companies of the 2nd Batt. Royal Welsh Fusiliers have been ordered to march and be in readiness to leave for North China, if required, but we doubt if they will be sent, as there are many British men-of-war at Wei-hai-wei which could land strong naval brigades. The Hongkong Regiment would be an excellent force to send, as it could perhaps be better spared, seeing that no English regiment is now at Singapore. Abundant Indian reinforcements are comparatively near at hand, and would be most suitable for the work and with their English comrades as busy in South Africa the Indians excluded from there would be most eager for a chance of service in China.

It was also rumoured yesterday that 500 men of the Asiatic Artillery are being held in readiness to leave Hongkong for Tientsin.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN THE NORTH.

LONDON, 8th June, 9.10 p.m.

RUSSIAN JOURNAL URGES DEPOSITION OF THE EMPRESS.

The St. Petersburg *Rossija* urges the Powers to depose the Empress Dowager and replace the small detachments of troops by forces sufficient to enable Europe to become master of Peking.

SHANGHAI, 9th June, 11.25 a.m.

PAOTING-FU ON FIRE—NEWS FROM PEKING—BOXERS ENCOURAGED.

Paotung-fu is burning. The railway service to Peking has finally stopped. Matters are becoming increasingly serious. The English missionaries at Peking are in the British Legation. An Imperial Edict which was published on Wednesday has had the effect of encouraging the Boxers.

SHANGHAI, 9th June, 4.9 p.m.

SIR C. MACDONALD'S MESSAGE TO SHANGHAI—THE STATE OF AFFAIRS.

Sir Claude Macdonald telegraphs to General-General Roberts at Shanghai that the movement against the foreigners has been allowed to grow to such an extent that it has resulted in the burning of railway stations and the interruption of the railway service for five days. Two British missionaries and several foreigners have been murdered in a district near Peking. Through-out the country numbers of missionary converts have been murdered or pillaged and churches destroyed, while in the capital British missionaries have been compelled to leave their houses and take refuge in the Legation, which is defended by 75 marines.

IMPERIAL SYMPATHY WITH THE BOXERS.

The Chinese Government, which is so deeply affected in the matter, sends high officials to parley with the Boxers, but shows no intention of summarily suppressing the rising. Probably it has the power, but the Throne is strongly influenced by sympathy with the movement. The spirit of the Imperial troops is doubtful. All is well at present at the British Legation.

[With reference to the above despatch from Sir Claude Macdonald, it may be noted that the *Peking and Tientsin Times* reports the departure from Tientsin on the 31st ult. of some 330 international troops for Peking. They got off by 4 o'clock, being loudly cheered by all present. The body comprised about 75 British, 75 Russians, 25 French, 52 Americans, 30 Italians, and 25 Japanese. The train entered the City, with the exception of twenty British, who stayed with an officer at Machiau for the night with the baggage.]

LONDON, 7th June.

THE WAR.

Telegrams from South Africa are delayed, the cable being broken.

There is no news yet about the release of the prisoners or the whereabouts of Commandant General Botha's force.

THE FUTURE GOVERNMENT OF THE REPUBLICS.

The *Times* foreshadows the appointment of Lord Roberts as Military governor, and subsequently of Sir H. Milner as administrator of the new territories.

THE WAR—THE BRITISH PRISONERS.

Reuter's correspondent at Lourenco Marques 7th inst. says that the Boers are moving the British prisoners to Nooitgedacht, a most unhealthy spot. One thousand have already arrived there, and the Boers are meanwhile making a stand at Hatherley to gain time.

LONDON, 7th June.

CHINA AND THE POWERS.

Reuter's agency learns that there is no question at present of political action by the Powers re China. The Ministers, Admirals and Consuls are consulting relative to measures to protect life and property; there is no question of one power acting independently of the others.

RUSSIAN REINFORCEMENTS FOR THE FAR EAST.

Two thousand Russians with stores left Odessa during May for the Orient, and six more transports are preparing to depart.

LONDON, 8th June.

THE JAPANESE PRINCES IN EUROPE.

Prince Kohito has arrived at Vienna. He was met by the Archduke Franz Ferdinand and escorted to Hofburg, where he was received and banqueted by the Emperor.

THE WAR—KRUGER SAYS "NO SURRENDER."

The *Daily Express* correspondent at Machadado states that President Kruger at an interview said the burghers would never surrender, as long as 500 armed men remained in the country. The Government was still effective,

NEW ADVERTISEMENTS

NOTICE.

I HAVE this Day commenced Practice as an ARCHITECT, ENGINEER, and SURVEYOR in 18, Bank Buildings.
EDWARD OSBORN,
A.R.I.B.A.
Hongkong, 11th June, 1900. [1715]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, (for account of the concerned) TO-DAY (MONDAY), the 11th June, at 11 a.m., at their Sales Rooms, Ice House Street,

26 Cases CALIFORNIA CHEESE
18 Cases LIGHT BITTER ALE.

Also, A quantity of WINES and SPIRITS, &c. Terms:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 11th June, 1900. [1712]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on THURSDAY, the 14th June, at 2.45 P.M., at No. 6, LYREMOON VILLAS, KOWLOON (the Residence of W. W. CAMPBELL, Esq.).

THE WHOLE OF HIS HOUSEHOLD FURNITURE. Further Particulars can be seen from Catalogue. On View from Wednesday, the 13th June. TERMS:—As Customary.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 11th June, 1900. [1713]

THE TRADE MARKS ORDINANCE.
1900.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that A. S. WATSON & CO. LIMITED, carrying on the business of Chemists and Druggists, have, on the 23rd day of May, 1900, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK:—

HYGIENOL
in the name of the said A. S. WATSON & CO., LIMITED, who claim to be the Sole Proprietors thereof.

The TRADE MARK has been used by the Applicants in respect of the following goods, namely:—Deodorizers and Disinfectants in Class 3.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

C. EWENS,
Solicitor for Applicants,
36, Queen's Road Central,
Hongkong.

Hongkong, 11th June, 1900. [1711]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE H.A.L. Steamship

"SILESIA."

Captain Behrens, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 16th instant, will be subject to rent.

All broken, crushed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 9th June, 1900. [1710]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Hall, will be despatched for the above ports TO-MORROW, the 12th inst., at 2 P.M.

For Freight or Passage apply to

DOUGLAS LAPRAK & CO., General Managers.

Hongkong, 11th June, 1900. [1714]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIIGO, AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAUERN."

OF THE NORDEUTSCHE LLOYD, Captain H. Eberle, due here with the outward German Mail about the 12th instant, will leave for the above places about 24 hours after arrival.

NORDEUTSCHE LLOYD.

For further Particulars apply to

MELCHERS & Co., Agents.

Hongkong, 9th June, 1900. [1713]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU."

Captain H. Nagai, will be despatched for the above ports on SUNDAY, the 17th inst., at DAYLIGHT.

For Freight or Passage apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11th June, 1900. [1715]

JUST ARRIVED.

A USTRALIAN PINEAPPLE BRAND—
FRESH STEAKY BACON.

A USTRALIAN ROSEBUD BRAND

FRESH ROLL BUTTER.

HASTING'S. & NEPHEW'S YORK CUT HAMS.

H. RUTTONJEE,
6, D'Aguilar Street,

and
21 and 23, Elgin Road, Kowloon.

Hongkong, 9th June, 1900. [1703]

PUBLIC COMPANIES

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of THE "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, NO. 2, Connaught Road, Victoria, Hongkong, THIS DAY (MONDAY), the 11th day of June, 1900, at 12.30 o'clock in the afternoon, when the SUBJOINED RESOLUTION which was passed at the Extraordinary General Meeting of the Company held on the 23rd day of May, 1900, will be submitted for confirmation as a SPECIAL RESOLUTION.

That the Regulations contained in Table A in so far as they apply to this Company, be altered as follows:—

That the following clause be substituted for Clause 37 of Table A:—"The quorum for all the purposes of a General Meeting shall not be less than five members present in person or by proxy. No business shall be transacted at any General Meeting unless the quorum requisite be present at the commencement of the business."

By Order.

EDWARD OSBORNE,
Secretary.
Hongkong, 11th June, 1900. [1588]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

ISSUE OF \$100,000 NEW CAPITAL
IN 10,000 SHARES OF \$10 EACH, \$2.50 PAID UP.
AT A PREMIUM OF \$6.00 PER SHARE,
\$1.50 PAID UP.

NOTICE is hereby given that the Issue of \$100,000 New Capital which was sanctioned at the Extraordinary General Meeting of the Company held on 23rd May, 1900, will be offered to those persons who are registered as Shareholders on the 9th June, 1900, in the proportion of One New Share to Every Old Share.

The New Shares will be issued at a Premium of \$6, making a Total Payment of \$16 per Share, of which \$2.50 per Share and \$1.50 Premium, or \$4.50 will be PAYABLE on the 16th June, 1900, and the Balance when called for.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th June to the 11th June, both days inclusive.

Prices—Dress Circle and Stalls (Reserved) One Dollar.
Pit (Unreserved) Fifty cents.

Tickets may be obtained from the Comptroller at the City Hall on and after THURSDAY, the 7th day of June, 1900, at 10 A.M.

H. E. POLLACK,
Hon. Secretary.
Hongkong, 4th June, 1900. [1655]

WANTED.

WITH possession about the latter part of June next, a FIRST FLOOR in QUEEN'S ROAD CENTRAL or vicinity, with 4 to 6 Rooms, for a Dwelling.

X. M.
Care of Hongkong Daily Press.
Hongkong, 19th May, 1900. [1528]

WANTED.

A T WEST POINT, a Good-sized GODOWN, close to the Harbour.

Apply
NORDDEUTSCHE LLOYD,
SUPERINTENDENT'S OFFICE,
Queen's Building No. 3, Third Floor.
Hongkong, 8th June, 1900. [1697]

WING CHEONG.

Dealers in
PEARLS, DIAMONDS,
CURIOS, JADESTONEWARE, CARVED
IVORYWARE, SILKS, and GRASS
CLOTHS.

AND
GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

Nos. 1 & 3, D'AGUILAR STREET,
Behind Hongkong Dispensary.
Hongkong, 5th April, 1900. [1667]

NOTICE.

In the Matter of the CANTON ELECTRIC
LIGHTING AND FIRE EXTINGUISHING COMPANY, LIMITED.

AT AN EXTRAORDINARY GENERAL MEETING of the above named company duly convened and held at the Company's Office, No. 9, Praya Central, on the 9th day of May, 1900, the following special resolution was duly passed and at a subsequent extraordinary general meeting of the members of the said company also duly convened and held at the same place on the 26th day of May, 1900, the following resolution was duly confirmed viz:—

That the company be wound up voluntarily and that Li Yuk Tong, of Victoria, Hongkong, one of the managers of the company, be and is hereby appointed Liquidator for the purpose of such winding up."

Dated 5th June, 1900.

By Order of the Board,

LI YUK TONG

LIAO FUNG SHU } Managers.

1679

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road, Central, Victoria, Hongkong, on TUESDAY, the Twenty-seventh day of March, 1900, the following Resolutions were passed:—

1.—That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March, and since duly registered, the sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next to the Credit of Capital Account, each Share being credited with a sum of \$25 as paid up thereon in addition to the sum of \$50 now standing to the credit of each Share.

2.—That the balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of \$12 per centum per annum, upon all Calls remaining unpaid after the 9th day of July, 1900, up to the actual date of payment of the same.

By Order of the Board.

A. SHELTON HOOOPER,
Secretary.

Hongkong, 28th March, 1900. [916]

PUBLIC COMPANIES

THE HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE

THE CERTIFICATE No. 2,686, dated 8th January, 1900, of the Share numbered 10,201 in 10,250 in this Company, standing in the name of Mr. JAY BUTT, of Yokohama, has been LOST, and if at the expiration of One month from the date hereof, the above document be not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be acknowledged.

JOHN D. HUMPHREYS & SON,
Governing Directors.

Hongkong, 12th May, 1900. [1433]

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE

THE "C" CALL of \$0.50 per Share has been made in respect of the "B" Shares in the above-named Company, and that a CALL is PROPOSED to the General Managers on the 1st JULY next, at the Offices of the Company, 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Manager.

Hongkong, 10th May, 1900. [1849]

ENTERTAINMENT.

THEATRE ROYAL, CITY HALL.

LECTURE.

In Aid of the INDIAN FAMINE FUND, on WEDNESDAY.

the 13th June, 1900, at 9.30 P.M.

CAPTAIN PERCY SCOTT, R.N., C.B., and CAPTAIN A. H. LIMPUS, R.N., have kindly consented to LECTURE upon the subject of the "MOUNTINGS OF THE NAVAL GUNS and THEIR SUBSEQUENT USE WITH THE LADYBIRD RELIEF COLUMN."

His Excellency Major-General GASCOIGNE, C.M.G., will take the chair.

Prices—Dress Circle and Stalls (Reserved) One Dollar.
Pit (Unreserved) Fifty cents.

TICKETS may be obtained from the Comptroller at the City Hall on and after THURSDAY, the 7th day of June, 1900, at 10 A.M.

H. E. POLLACK,
Hon. Secretary.
Hongkong, 4th June, 1900. [1655]

WANTED.

WITH possession about the latter part of

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser
and Commission Agt. at.HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.GEO. P. LAMMERT,
Actioner, Valuer and Goods Broker,
Duddell Street.V. I. REMEDIOS,
Actioner, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL,
148 and 150, Queen's Road, Central,
Comfortable and Cheap.THE WESTERN HOTEL
Excellent Accommodation, \$2.50 per day.
80 and 92, Queen's Road West.

BOOKBINDING

DAILY PRESS" OFFICE
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor; 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.THE VICTORIA DISPENSARY,
Chemists and Druggists. High-class Aerated
Waters, Kodaks in Photographic
Requisites, Queen's Road.WATKINS LTD: APOTHECARY'S HALL, 66,
Queen's Road. Cigars, Spirits, etc.

CURIO DEALERS

FUJIYAMA & CO.,
Importers, Exporters and Dealers in Japan
Curios, 9, D'Aguilar St., and at Kobe.KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.KWONG HING,
China Porcelain, Crockery Ware; 59a,
Queen's Road Central.

DENTISTS

WONG HOMI,
Surgeon Dentist, 40, Queen's Road Central.WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DINING ROOMS

THE COSMOPOLITAN HOUSE,
Breakfasts, Tiffins, Dinners, Wines, etc.,
with Meals; 34, Queen's Road.

DRAPERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Merchants, Haberdashers.
Low Prices; 37, 39, Wellington Street.WING HOP,
Ladies' Tailor, Dressmaker, Draper; 62,
Wellington Street.SEE WOO,
Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY,
Merchant Millers, San Francisco.
Easter Branch, Pedder Street.
WILLIAM WHALEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEI & CO., Established 1852.
Every Household Requisite, Depot for
Eastman Film and Accessories;
17a, Queen's Road Central.LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
Sub-Agent's LIPSON, LTD.
8 and 10 D'Aguilar Street.
Provision and General Merchants.H. TIE,
Wine and Spirit Merchants, Grocerie,
Best Goods, Lowest Rates, Try Charles,
Evaporated Cream; 16, D'Aguilar
Street.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.

SUN SHING, Established 1840.

Silks, Guavas, Crepe Shawls, Chinaware,
Ivory, etc., Gold and Silversmiths and
Engravers; 90, Queen's Road Central.WAH LOONG,
Gold and Silversmiths, Silk Dresses, Crepe
Shawls, Ivory, Linenware, Fans,
Carries, Braslets, Human Hair, Feathers;
88, Queen's Road Central.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING
COMPANY, Head office, 62a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.HONGKONG
BUSINESS DIRECTORY.

MERCANTILE AGENT

WOODS & CO.,
Duddell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

E HING,
Enlarging, Developing, Printing, Moderate
Rates, 20a, Queen's Road East.MEI CHUNG,
Ice House Street, Top Floor, Permanent
Enlargements, Groups, Views, etc.; Develop-
ment Works, Amateurs' Requisites.M. MUMAYA, JAPANESE ARTIST,
Bromides and Crayon Enlargements. Work-
shops for Amateurs; 8a, Queen's Road, CLYEI CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.H. YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road CL, also Wan Chai.
Amateur's Requirements a Specialty.

PAINTING

DAILY PRESS" OFFICE
Proofs read by Englishmen.

RATTAN FURNITURE

WOO KEE Late HANG CHEUNG SHING,
Rattan Chairs, Matting, Bamboo Blinds,
etc.; 73, Queen's Road Central.KWONG TAI LOY,
Rattan Furniture, Bamboo Blinds, Mat-
tings all Colours; 18, Praya Central.SANG MOW,
Rattan Furniture, Bamboo, Screens, Mat-
ting of all Colours; 43, Queen's Roads, CL.

SILK GOODS DEALERS

DHUNAMAL CHELLARAM,
Dealer in Indian, Chinese and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguilar Street.THE GLOBE (TEIJUNPOHUSING),
Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wines and
Manilla Cigars; 12, D'Aguilar Street.SINCERE & CO.,
Silk Handkerchiefs, Shawls, Table Covers,
etc., Wholesale and Retail; 122, Queen's
Road Central and 123, Wellington St.

WASSAMULL ASSOMML,

Wholesale Importers and Exporters, India,
Chinese & Japanese Silks, Cashmere
Shawls and Ceylon Lace; 43, Queen's
Road, CL.

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporter of Real Hand-made Tercion Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen LACE Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.KWONG SANG & CO.,
Shipchandlers, Sailmakers, Brass and Iron
Merchants; 68, Praya Central.LANE, CRAWFORD & CO.,
Tailors and Outfitters, Piano-forte Dealers
Shipchandlers, Furniture Dealers and
Upholsterers, Wine and Spirit Mer-
chants.

TAILORS

AH-MEN, HING-CHEONG & CO.,
Tailors, Drapers and Outfitters, Queen's
Road Central Old Club Site.

Branch: A MAN, opposite City Hall.

R. HAUGHTON & CO.,
Naval, Military and Civil, 16, Queen's Road,
Opposite Kuhn's Curio Store.HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiery,
Drapers, 83, Queen's Road, CL.LANE, CRAWFORD & CO.,
Queen's Road.TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters,
Hoisters, and Drapers. Chinese Silk of
all kinds; 50, & 52, Queen's Rd. Central.YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY-BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.KRUSE & CO.,
Wholesale and Retail, Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents, Connaught House, Queen's Road.VICTORIA CIGAR DEPOT,
1 and 2, Leysuey Street East. AGENTS FOR
W. KENNEDY & CO., 37, Castle St., San
Francisco, Manila, "Windover Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road, and Calle Anloga, Manila.

AMERICAN SYSTEM

DENTIST OF

D

AT
NO. 39, QUEEN'S ROAD, CENTRAL
CHADWICK KEEW
(LATE OF POATS & NOBLE).
Hongkong, 15th September, 1899.

[ALL RIGHTS RESERVED.]

THE NAVY AND THE EMPIRE,

BY
W. LAIRD CLOWES.
(Author of "The Royal Navy," &c.)

VI.

THE MEN OF THE NAVY.

It is difficult to understand how Great Britain managed to win any of her naval battles a hundred years ago. She possessed, of course, a number of officers of wholly exceptional ability, and she had plenty of men about her; but officers cannot win battles alone; and mere numbers are only a snare, unless good moral and discipline be with them. It is hard, indeed, to realize how the British seaman at the end of the eighteenth century could possibly have been the good fighter which he undoubtedly was. A certain portion of the men volunteered, and bore of their own free will the hardships of the service; but a great many men—perhaps one half—were almost against their will, and had to thank the navy for having forcibly and violently torn them from their homes and relatives. In addition, there were on the lower deck of most ships a number of bad characters who had been given the option of imprisonment or service, and who had chosen the latter. For the most part they must have been surly and undesirable shipmates. One could scarcely expect to find enthusiasm, dash, and brilliant courage conspicuous in a force thus recruited. To keep this miscellaneous mass in something like order was the business of the marines, between whom and the seamen, in consequence, very little love was usually lost. Food was bad; leave was almost unknown; punishment as I have already said, was incessant and often brutal; the men were treated rather as beasts or machines than as human beings; and extraordinary tyranny was commonly exercised by the officers. Yet these people fought and won their country's battles. Even at the height of the mutiny at Spithead, when it must have seemed to many that the malcontents cared nothing for their country, and when it was admitted by most that the grievances of the fleet were of a very substantial nature, the mutineers, having refused to proceed to sea, were careful to explain that they should not refuse to proceed if it were a question of meeting the enemy. And immediately after the much less excusable mutiny at the Nore, the fellows who had been most bitter against discipline were the fellows who won the battle of Camperdown, one of the hardest fought actions of the war.

I am no palliator of mutiny and disorder; but I cannot help thinking that the mutineers of those days must have had an enormous amount of good in them, since they fought as they did in spite of their deep-rooted discontent, and sank their grievances when they found themselves in the presence of the foe. Their behaviour is essentially characteristic of a spirit which, we may be thankful, has generally existed throughout every rank and rating in the service. Sailors have many hardships to put up with, and they delight in imagining hardships and grievances as additional reasons for grumbling; but their discontent, real or fictitious, seldom raps their loyalty for long. If the loyalty and moral of the men could resist, as it generally did, the temptations offered by the discontents, the cruelty, and the contempt of the eighteenth century, we may reasonably hope for even more splendid conduct on the part of our blue-jackets now, when a great many causes of discontent have been permanently done away with; when the claws of the brutal captain—if such a man survives—have been cut very short; and when the seaman is treated, both during and after his period of service, as one who deserves well of his country.

THE BRITISH BLUEJACKET SUPREME.

I have seen much of bluejackets, British and foreign; and I do not hesitate to say that, taken all round, ours are far and away the best in the world. Their superiority, no doubt, depends almost entirely on the fact that, unlike other bluejackets, they are long service men; who have been trained from boyhood to their work, and whose service is not an incident in their lives, but is, in fact, their career. Perhaps the American seaman individually possesses more natural intelligence and smartness; perhaps the German seaman is more rigorously disciplined; perhaps the Italian seaman, defective though he is in some very important sea qualities, is better dressed on his occasions; but upon the whole, I say again, the British bluejacket is beyond rivalry. He has long since got over the worst of his traditional drunkenness and other vices, but he has never lost any of his simplicity and honesty, and intellectually—so far I mean—he is professional qualities are affected—he is very hard to beat. I have known officers call him stupid; but if our officers had to command French or Russian seamen, they would attach a different significance to stupidity, and would never again apply the term to British bluejackets. No British officer will deny, I am sure, that for true worthiness upon critical occasions, that we should still ask them to perfect themselves in the working of masts and yards. The object of all practical instruction in the navy should be to perfect officers and men in the use of those machines and weapons which they will have to handle in action. It is not necessary to teach them how to handle the things which their grandfathers used; and, looking to the fact that the amount of really useful practical knowledge awaiting acquirement by both men and officers is almost unlimited, it is folly to waste a moment on knowledge which, at best, is only indirectly of any value whatsoever. The old bad school teaches that nerve and resource cannot be inculcated except through the medium of mast and yards; and that, if you abolish mast and yards, the men will be left without facilities for necessary physical exercise. Good gracious! It appears to me that nerve, readiness and resource may be very well picked up in a 32-knot torpedo boat destroyer, in a fast picket-boat in steam tactics, in

landing men and guns, in target practice, in rifle-firing, and in a hundred useful exercises; and that the physique can be excellently cultivated and kept in condition so long as pulling boats are retained, and military mastis have around, though, of course, physical drill, rifle, cutters, and dumb-bell exercise, handling ammunition and projectiles, coaling ship and gun practice all help in the development of muscle, and the keeping in order of the liver.

PRONOUNCE.

The vexed question of whether or not Jack, like his brother, Tommy, should be regularly eligible for promotion to a commission is one of some difficulty. At present there are on the active list only a couple of commissioned officers who began their professional career on the lower deck. Their opinions, if I had any opportunity of securing them, would greatly influence my views upon the point. I am not sure, so long as the present social atmosphere of the service remains unmolded, these officers would advocate an alteration of the existing conditions except in very special cases such as their own cases were. But I do think that if in naval wardrooms, keenness were more encouraged than it is, and if an officer were habitually valued by his associates and superiors more for his professional merits and requirements, than for the position held in society by his father and grandfather, his sisters and his uncles, promotion to a commission from the warrant ranks would be appreciated by the recipient as it would undoubtably be beneficial to the service. For among the warrant officers are to be found some of the best and most capable men in the navy. I admit, however, that there is something to be said on behalf of the attitude which most naval officers assume with regard to this problem. A wardroom and its surrounding cabins represent a very small world; and, if a body of twenty or thirty men have to be shut up in that small world for three years at a time, it is desirable that some unity of feeling and habit should prevail among them. Nevertheless, I do not know that modern wardrobes are much less pleasant places of abode than were the wardrooms of the days of old, when many officers who are now admitted to them had to live apart.

Less difficult of solution are certain questions connected with disrating and with pensions. I think, for example, that it is wholly wrong that any petty officer should be liable to permanent reduction of rank except by a sentence of court martial. At present a first or second class petty officer may be disgrated at the discretion of his captain, and a chief petty officer may be similarly punished, subject to the approval of the commander-in-chief or senior officer, a man who does not necessarily know much about the rights of the case. Such disgrating, since it affects the whole service career and the subsequent pension, is a very serious matter, and should not be left to the possible passion or prejudice of an individual. On the contrary, I hold that a pension once earned should be secured absolutely to him who has earned it, except in such circumstances as, by the operation of the ordinary law, would deprive a civilian of his right to hold property. I hold, too, that pensions should go to all who have earned them, irrespective of their pecuniary means or position in life. Again, it does not seem altogether reasonable that a marine should not receive the same pay and rations as he receives abroad; or that so little encouragement should be held out to the naval petty officer to induce him to aspire to a warrant rank; or that the amount of leave to which men, as well as officers, are theoretically entitled should be hardly ever obtainable, or that pensions, and especially Greenwich Age Pensions and pensions to widows and orphans of men killed on service, should not be more promptly paid than is now usual. But most of the grievances of the lower deck are of a rather technical nature, and, I fear, cannot be properly understood and appreciated by laymen without much fuller explanation than I have space for. Moreover, some of them are grievances which are due not so much to the regulations as to the manner in which the regulations are carried out. I must leave the subject, as one far too extensive for more than very brief and superficial treatment in a newspaper. I have confined myself chiefly to a few points which can be simply stated, and which are fairly obvious to everyone.

VESSELS ON THE BERTH
CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG & SOURLABAYA.
THE Company's Steamship.
"SHANTUNG."
Captain Quail will be despatched as above
TO-MORROW, the 12th June.
For Freight apply to BUTTERFIELD & SWIRE.
Agents.
Hongkong, 29th May, 1900. [1580]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR,"
Captain J. G. Olifent, will be despatched for
the above ports TO-MORROW, the 12th inst.,
at Noon.
For Freight or Passage, apply to DAVID SASSON, SONS & CO.,
Hongkong, 7th June, 1900. [1600]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.
"AGAMEMNON."
Captain Nishii will be despatched as above
TO-MORROW, the 12th June.
For Freight, apply to BUTTERFIELD & SWIRE.
Agents.
Hongkong, 4th May, 1900. [1350]

THE OSAKI SHOSEN KAISHA,
LIMITED.

FOR SWATOW, AMOY, AND TAIWANPOO.

THE Company's Steamship.
"APING MARU,"
Captain I. Sato, will be despatched for the
above ports on WEDNESDAY, the 13th June,
at DAYLIGHT.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA.
Agents.
Hongkong, 30th May, 1900. [1443]

OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL DIRECT.

(Taking cargo at LONDON rates.)

THE Company's Steamship.
"DIOMED,"
Captain Goodwin, will be despatched as above
on WEDNESDAY, the 13th June.
For Freight or Passage, apply to BUTTERFIELD & SWIRE.
Agents.
Hongkong, 29th May, 1900. [1368]

BEN LINE OF STEAMERS.
FOR LONDON.

THE Steamship
"BENLARIG,"
Captain Kroble, will be despatched as above on
about SATURDAY, the 14th June.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 19th May, 1900. [1513]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.
PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "THYRA" ... About 30th
June, 3,312 tons ... June.
S.S. "ENERGIA" ... About 31st July.
S.S. "CALIFORNIA CITY" ... About 20th Aug.
S.S. "STRATHYRE" ... About 15th Sept.

THE Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, YOKOHAMA and HONOLULU on or about 30th June.

Through Bill of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco are available for return by the steamer of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th June, 1900. [1689]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

(HAMBURG-AMERIKA LINIE HAMBURG)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ARMENIA."

Captain Ostmann, will be despatched for the above port on or about 29th June.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 24th May, 1900. [1420]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR."

Captain M. H. F. Jackson, will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to BUTTERFIELD & SWIRE.
Agents.

Hongkong, 18th May, 1900. [1517]

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA."

Capt. Petersen, will be despatched for the above port on or about 21st July.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 30th May, 1900. [1617]

VESSELS ON THE BERTH

OCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG,
COPTIC (via Amoy, Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) TUESDAY, June 19,
at NOON.

GELIC (via Shanghai), Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu SATURDAY, July 14,
at NOON.

DORIC (via Shanghai), Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu TUESDAY, Aug. 7,
at NOON.

THE Company's Steamship "COPTIC"

will be despatched for SAN FRANCISCO
VIA AMOY, SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, AND HONOLULU
ON TUESDAY, the 26th June, 1900, at NOON.

Through Passenger Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers and to the principal cities of
the United States or Canada. Rates and partic-
ulars of the various Routes may be obtained
upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year, will be allowed dis-
count of 10 per cent. This allowance does not
apply to through fares from China and Japan to
Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at the
Company's Office until FIVE P.M. the day prior
to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco are available
for return by the steamer of the China Navigation
Company and vice versa.

For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 2nd May, 1900. [1400]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via
Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) THURSDAY, July 5,
at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) TUESDAY, July 31,
at NOON.

CITY OF RIO DE JANEIRO (via
Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) SATURDAY, Aug. 25,
at NOON.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN AND QUEEN-
SLAND PORTS, and taking through cargo to
ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helm, will be despatched for the
above ports on THURSDAY, the 21st inst.,
at 5 P.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamer of the China Navigation
Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th June, 1900. [1689]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

(HAMBURG-AMERIKA LINIE HAMBURG)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ARMENIA."

Captain Ostmann, will be despatched for the
above port on or about 29th June.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 24th May, 1900. [1420]

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"SIKH."

will be despatched for the above port on or
about the 10th July, 1900, and will be followed
by the Steamship

"AFGHANISTAN."

For Freight, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 1st June, 1900. [1641]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS."

Captain Towell, will be despatched as above
on TUESDAY, the 10th July.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th June, 1900. [1695]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN,
EGYPT, MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st June, 1900, at
1 P.M., the Company's Steamer
"INDUS," Captain D'Estevau, will sail
from Hongkong to the port for MARSEILLES, BOMBAY.
This Steamer connects at COLOMBO with the
S.S. "Polymer," which vessel takes on her
Passengers and Mails, leaving that port on the
30th June direct to Suez, Port Said and Marsa
Matruh.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon,
Cargo will be received on board until 4 P.M.,
Specie and Parcels until 3 P.M. on the 17th
June. (Parcels are not to be sent on board; they
must be left at the Agency's Office.) Con-
tents and Value of Parcels are required.

For further Particulars, apply to the Com-
pany's Office.

G. DE CHAMPEAUX.

Agent.

Hongkong, 6th June, 1900. [1600]

THE PENINSULAR AND ORIENTAL
STEAMSHIP COMPANY.

STEAM FOR STRAITS, GEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"CLYDE."

Captain E. Street, carrying Her Majesty's
Mails, will be despatched from this for Bombay
on SATURDAY, the 23rd June, 1900, at Noon,
taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
shipped at Colombo to a steamer proceeding
direct to Marseilles and London, after which
the "Clyde" will be sent to Bombay.

Passenger holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORTS OF CALL	CLYDE	Brit. str.	—	E. Street	P. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWINE	To-morrow.
LONDON VIA SUEZ CANAL	ANTONIE	Brit. str.	—	M. H. F. Jackson	BUTTERFIELD & SWINE	On 24th inst.
LONDON VIA SUEZ CANAL	MENTLAIS	Brit. str.	—	Towell	BUTTERFIELD & SWINE	On 10th July.
LONDON VIA MANILA	CHINGWO	Brit. str.	—	H. Harris	JANDINE, MATHESON & CO.	On 20th inst.
LONDON	BENLARIG	Brit. str.	—	Kroble	GIBB, LIVINGSTON & CO.	On or about 9th inst.
LIVERPOOL DIRECT	DIOME	Brit. str.	—	Goodwin	BUTTERFIELD & SWINE	On 12th inst.
DREMMEN, VIA PORTS OF CALL	SACHSEN	Ger. str.	—	Dannemann	MELCHERS & CO.	On 14th inst., at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	INDUS	Fren. str.	—	Duchateau	MESSAGERIES MARITIMES	On 15th inst., at 1 P.M.
MARSEILLES, &c. VIA ANTWERP, V. SUEZ, &c.	AWA MARU	Jap. str.	—	N. Trent	NIPPON YUSEN KAISHA	On 13th inst., at Daylight.
MARSEILLES & LONDON	INABA MARU	Jap. str.	—	T. H. Bainbridge	NIPPON YUSEN KAISHA	On 20th inst., at Daylight.
HAVRE & HAMBURG	SOCOTRA	Brit. str.	—	P. & O. S. N. Co.	On or about 15th inst.	
HAVRE & HAMBURG	SARINA	Ger. str.	—	Fuchs	CARLOWITZ & CO.	On 11th inst., p.m.
HAVRE & HAMBURG	SAMIA	Ger. str.	—	G. Schmidt	CARLOWITZ & CO.	On or about 23rd inst.
HAVRE & HAMBURG	FREIBURG	Ger. str.	—	Proesch	CARLOWITZ & CO.	On or about 6th July.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 17th July.
HAVRE & HAMBURG	ARMENIA	Ger. str.	—	Ostermann	CARLOWITZ & CO.	On or about 29th inst.
NEW YORK VIA SUEZ CANAL	ALDENGIA	Ger. str.	—	Petersen	CARLOWITZ & CO.	On or about 19th July.
NEW YORK VIA SUEZ CANAL	ACARA	Brit. str.	—	Shewan, Tomes & Co.	SHEWAN, TOMES & CO.	On or about 13th July.
NEW YORK VIA SUEZ CANAL	SIEH	Brit. str.	—	Dowdell & Co., LIMITED	DOWDELL & CO., LIMITED	On or about 10th July.
VICTORIA, B.C., TACOMA	GOODWIN	Brit. str.	—	O. P. Marshall, R.N.L.	CANADIAN PACIFIC R. CO.	On 16th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	W. Watt	DOWDELL & CO., LIMITED	To-morrow.
PORTLAND, OREGON, &c.	BRAMMAR	Amer. str.	—	A. Jackson	On 5th July, at Noon.	
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Brit. str.	—	O. P. Marshall, R.N.L.	On 19th inst., at Noon.	
SAN FRANCISCO VIA SHANGHAI, &c.	COPTIC	Brit. str.	—	W. Watt	On 26th inst., at Noon.	
SAN DIEGO, &c., VIA KOBE, &c.	AMERICA MARU	Jap. str.	—	A. Jackson	On 26th inst., at Daylight.	
AUSTRALIAN PORTS	THYRA	Brit. str.	—	O. P. Marshall, R.N.L.	On or about 13th inst.	
YOKOHAMA, VIA NAGASAKI & KOS	FUTAMI MARU	Jap. str.	—	W. Watt	On 27th inst.	
NAGASAKI, KOBE & YOKOHAMA	AUSTRALIA	Brit. str.	—	A. Jackson	To-morrow.	
MOJI, KOBE & YOKOHAMA	ROSETTA	Brit. str.	—	O. P. Marshall, R.N.L.	On 5th July, at Noon.	
SHANGHAI, NAGASAKI, HIIGO & YOKOHAMA	YAWATA MARU	Jap. str.	—	W. Watt	On 19th inst., at Noon.	
SHANGHAI, CHEMULPO & NAGASAKI	KAGOSHIMA MARU	Jap. str.	—	A. Jackson	On 26th inst., at Noon.	
SHANGHAI	BEYERN	Ger. str.	—	O. P. Marshall, R.N.L.	On or about 30th inst.	
SHANGHAI	LYEEMON	Ger. str.	—	W. Watt	On 29th inst., at 4 P.M.	
SWATOW, AMoy & FOOCHEW	VALETTA	Brit. str.	—	A. Jackson	On 21st inst., at 5 P.M.	
SWATOW, AMoy & TAIWANFOO	KASHING	Brit. str.	—	O. P. Marshall, R.N.L.	On or about 23rd inst.	
SWATOW, AMoy & TAMSUI	HAICHING	Brit. str.	—	W. Watt	On 23rd inst., at Noon.	
MANILA DIRECT	AMPING MARU	Jap. str.	—	A. Jackson	On 19th inst., at Daylight.	
MANILA	TAMPA MARU	Jap. str.	—	O. P. Marshall, R.N.L.	Quick despatch.	
SINGAPORE, PENANG & CALCUTTA	MEMNUIR	Brit. str.	—	W. Watt	On 19th inst., at 4 P.M.	
BOMBAY, VIA SINGAPORE & COLOMBO	YUENSANG	Brit. str.	—	A. Jackson	To-day, at 10 A.M.	
SANDAKAN	CATHERINE APCAR	Brit. str.	—	O. P. Marshall, R.N.L.	To-day, at 3 P.M.	
SAMARANG & SOURABAYA	HIROSHIMA MARU	Jap. str.	—	W. Watt	To-morrow, at 2 P.M.	
	MAUSANG	Brit. str.	—	A. Jackson	To-day, at 5 P.M.	
	SHANTUNG	Brit. str.	—	O. P. Marshall, R.N.L.	To-morrow, at Noon.	
	Quail	Brit. str.	—	W. Watt	To-day, at Noon.	
			—			To-morrow.

SHIPPING.

ARRIVALS.

June 8. HERMES, Norwegian str., 849, Jensen, Hong Kong, 6th June, Coal.—JARDINE, MATHESON & CO.

June 8. SILESIA, German str., 3,149, Behrman, Hamburg, via Ports 26th May, General.—SIEMSEN & CO.

The German steamer *Mongkut*, from Bangkok 2nd June, had light S.W. wind, first part two days out easterly winds and light and variable winds; latter part S.W. wind, squally and rain.

The British steamer *Hainan*, from Swatow 7th June, had moderate to light S. and S.E. wind, with rain; heavy showers at intervals. Steamers in Swatow—*Chinaman*, *Pakshan* and *Prosper*.

The German steamer *Mongkut*, from Bangkok 2nd June, had light S.W. wind from Gulf of Siam to Pulo Obi; thence to Cape Padaran W. and S. winds. From Cape Padaran to port light N.E. and E. winds and S.E. swell.

The British steamer *Haiching*, from Foochow 7th June, Amoy 8th and Swatow 9th, had light to moderate easterly winds, fine and clear weather to Swatow. From Swatow to port weather unsettled and squally. Steamers in Swatow—*Pakshan*, *Prosper*, *Foochow*, *Yikang* and *Daphne*. —A. R. MARTY.

June 9. TAISANG, British str., 1,544, Wide, Canton 8th June, General.—JARDINE, MATHESON & CO.

June 9. NANCHANG, British steamer, 1,038, Finlayson, Canton 8th June, General.—BUTTERFIELD & SWIRE.

June 9. HALIAN, French str., 377, Merleau, Palio 7th June and Hoitou 8th, General.—A. R. MARTY.

June 9. MANCHURIA, Russian str., 4,000, Shouing, Singapore 3rd June, General.—OKEE.

June 9. BENLARIG, British steamer, 1,542, Kroble, Shanghai 6th June, General.—GIBB, LIVINGSTON & CO.

June 9. ANPING MARU, Japanese str., 1,053, I. Sato, Amoy 6th June, Amoy 7th and Swatow 8th, General.—M. B. KAISHA.

June 9. FUH-wo, British str., 500, Freeman, Foochow 7th June, General.—GEO. MC-BAIN.

June 9. HAIMUN, British steamer, 635, Davis, Swatow 8th June, General.—DOUGLAS LAIDLAW & CO.

June 9. MONTSIE, German str., 559, W. Barkers, Bangkok 2nd June, Rice.—CHINESE.

June 9. NANTONG, British str., 934, J. Fripps, Peking and Singapore 2nd June, General.—CHINESE.

June 9. ROSETTA, Russian str., 1,500, G. Nyman, Odessa 21st April, General.—OKEE.

June 9. ST. ANDREW, New str., 1,372, H. S. Horng, Saigon 5th June, Rice.—ARNOLD, KABERER & CO.

June 9. SABINE RICKMERS, British str., 600, Nasbet, Canton 9th June, General.—ARNOLD, KABERER & CO.

June 10. FUSHUN, Chinese str., 1,504, Lunt, Canton 10th June, Lunt, General.—CHINESE.

June 10. KASHING, British str., 1,150, Saies, Canton 10th June, General.—BUTTERFIELD & SWIRE.

June 10. HAICHING, British str., 1,267, Hall, Foochow 7th June, Amoy 8th and Swatow 9th, General.—DOUGLAS LAIDLAW & CO.

June 10. MILOS, German str., 1,634, S. Hill, Seattle 6th May, Flour and Lumber.—ORDER.

June 10. TAIWAN MARU, Jap. str., 1,482, H. Mikuni, Moji 4th June, 2,780 tons Coal.—M. B. KAISHA.

June 10. TIENSIN, British str., 1,250, Stott, General Managers. Hong Kong, 4th June, 1900. [1661]

VESSELS ON THE BERTH

FOR SHANGHAI.

THE Steamer

"LYEEMON."

Captain G. Henemann, will be despatched for the above port TO-DAY, the 11th instant, at 10 A.M.

The Steamer has superior accommodation for First and Second Class passengers.

For Freight or Passage, apply to SIEMSEN & CO.

Hong Kong, 9th June, 1900. [1708]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN.

THE Company's Steamship

"MAUSANG."

Captain Kynoch, will be despatched as above TO-DAY, 11th inst., at Noon.

Cargo for KUDAT can be transhipped at Sandakan.

For Freight or Passage, apply to JARDINE, MATHESON & CO.

General Managers. Hong Kong, 4th June, 1900. [1661]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KASHING."

Captain Hopkins, will be despatched as above TO-DAY, the 11th inst., at 2 P.M.

The Steamer has superior accommodation for First Class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO.

General Managers. Hong Kong, 7th June, 1900. [1693]

VESSELS IN DOCK.

ABERDEEN DOCKS.—Goodwin.

KOWLOON DOCKS.—U.S.S. Monterey, W. H. Smith, U.S.S. Oregon, Changsha, Kutsang, Hainan.

COSMOPOLITAN DOCK.—Independent, Braemar, Coptic, Fathian.

SHIPPING REPORTS.

The British steamer *Benlarig*, from Shanghai 8th June, had fine weather and light northerly winds.

The British steamer *Tien-tsin*, from Wuhan and Chinkiang 5th June, had moderate breeze and fine weather throughout.

For Freight or Passage, apply to SHEWAN, TOMES & CO.

General Managers. Hong Kong, 9th June, 1900. [1705]

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

(TAKING CARGO AT THROUGH RATES TO ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIc PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

*SARINA { HAVRE & HAMBURG { F.M. 11th Freight and

Capt. Fuchs { (London with transhipment in Hamburg) { June } Passage.

*SAMBIA { HAVRE and HAMBURG { About 23rd Freight.

Capt. G. Schmidt { (London with transhipment in Hamburg) { June }

ARMENIA { NEW YORK { About 29th Freight.

Capt. Ostermann { (via Suez Canal) { June }

FREIBURG { HAVRE & HAMBURG { About 6th Freight.

Capt. Fressel { (London with transhipment in Hamburg) { July }

WITTENBERG { HAVRE & HAMBURG { About 17th Freight.

Capt. Hempel { (London with transhipment in Hamburg) { July }

*These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO.

AGENTS.

HAMBURG-AMERIKA LINE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

Hong Kong, 23rd May, 1900. [13]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI.

MARSEILLES AND SOCOBA { About 15th Freight.

POST OFFICE NOTICES.

The America Maru, with the American Mail, left Yokohama on Friday, the 8th instant, at daylight, and may be expected here on or about Friday, the 15th instant.

MAILS WILL CLOSE.

FOR PEE DAY AND HOUR.

Sandakan		Monday, 11th, 11.00 A.M.	
Shanghai		Monday, 11th, 1.00 P.M.	
Shanghai		Monday, 11th, 3.00 P.M.	
Manila		Monday, 11th, 3.00 P.M.	
Sandsui and Wuchow		Monday, 11th, 4.00 P.M.	
Singapore, Colombo and Bombay		Monday, 11th, 5.00 P.M.	
Singapore		Monday, 11th, 11.00 A.M.	
Singapore, Penang and Calcutta		Tuesday, 12th, 11.00 A.M.	
Swatow, Amoy, and Foochow		Tuesday, 12th, 1.00 P.M.	
Swatow, Amoy and Taiwan		Tuesday, 12th, 5.00 P.M.	
Amoy, Shanghai, Moji, Kobe, Yokohama and Portland, Of		Wednesday, 13th, 11.00 A.M.	
Moji, Kobe, Yokohama, Victoria and Tacoma		Wednesday, 13th, 11.00 A.M.	
Europe, &c., India via Tuticorin	(Late Letters 11.10 to 11.30 a.m. Extra postage 10 cents.)	Thursday, 14th, 10.00 A.M.	
Sandsui and Wuchow		Registration, 10.00 A.M.	
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco	(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Registration, with late fee of 10 cents, up to 10.45 A.M.)	
Europe, &c., India via Tuticorin	(Late Letters 11.10 to 11.30 a.m. Extra postage 10 cents.)	Letters, 11.00 A.M.	
Wuchow		Monday, 18th, 4.00 P.M.	
Copics		Registration, 10.00 A.M.	
Antenor		Registration, with late fee of 10 cents, up to 10.45 A.M.)	
Singapore		Letters, 11.00 A.M.	
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.	(Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents.)	Saturday, 23rd	
TO-DAY.			
Meeting of the Star Ferry Co., 2, Connaught Road, 12.30 p.m.			
Sale, Cheese, Wines and Spirits, &c., Sales Rooms, Messrs. Hughes and Hough, 11 a.m.			

COMMERCIAL.

CLOSING QUOTATIONS.

FRIDAY, 8th June.

ON LONDON—	Telegraphic Transfer	1/11 th
	Bank Bills, on demand	1/11 th
	Bank Bills, at 30 days' sight	1/11 th
	Bank Bills, at 4 months' sight	1/11 th
	Credits, at 4 months' sight	1/11 th
	Documentary Bills, 4 months' sight/0	
ON PARIS—	Bank Bills, on demand	2.46
	Credits, at 4 months' sight	2.50
ON GERMANY—	On demand	2.00
ON NEW YORK—	Bank Bills, on demand	.473
	Credits, 60 days' sight	.484
ON BOMBAY—	Telegraphic Transfer	146
	Bank, on demand	143
ON CALCUTTA—	Telegraphic Transfer	146
	Bank, on demand	143
ON SHANGHAI—	Bank, at sight	.72
	Private, 30 days' sight	.73
ON YOKOHAMA—	Bank, on demand	31.25
ON MANILA—	Bank, on demand	2.46
ON SINGAPORE—	Bank, on demand	1.45
ON BATAVIA—	Bank, on demand	1.17
ON HAIFONG—	On demand	3 p.c. pm
ON SAIGON—	On demand	2.45
ON BANGKOK—	On demand	.60
SOVIETHEM, Bank's Buying Rate	10.13	
GOLD LEAF, 100 mils, per oz.	52.50	
BAR SILVER, per oz.	.273	

OPIUM.

	Allow. to net 1 catty.	
Malva New	\$890	to — per picul.
Malva Old	\$890	to \$890
Malva Older	\$940	to \$950
P. P. per wrapped	\$870	to —
Persian fine quality	\$910	to —
Persian extra fine	\$925	to —
Patna New	\$1,020	to — per chest.
Patna Old	\$1,073	
Banaras New	\$1,020	
Banaras Old	\$1,040	

PASSENGERS.

	ARRIVED.
Per Silken, from Hamburg, &c., Mr. Hoppe, and 223 Chinese.	
Per Haifong; from Swatow, Mr. Woodson.	
Per Hutching, from Coast Ports, Mr. Lauds and Dr. Lacaze.	

DEPARTED.

	Per Lokillo, from Hongkong, for Nagasaki, Messrs. Cheong Ming Ky, Oyama, Okiku, Chan Kim and Hon Da; for Koiki, Messrs. Chan, Heng Kee, Kang, Fat Shing, E. Leopold and Miss Law See; for Yokohama, Mr. Tui Tack Ting.
Per Belladonna, from Hongkong, for Singapore, Messrs. M. E. Colm and C. D. Cumming, Mrs. Heister, Messrs. Brano, C. S. Gibney, A. H. Mathew and F. D. Barlow; for Bombay, Messrs. E. Ormsiden, S. N. Misra, D. S. Siciliani and J. S. Thynne; for Malacca, Mr. John Fury; for London, Master Gunner Stretton and family, Master Gunner Milligan and family, Sgt. Evans and family and Mr. A. E. Jolly; from Shanghai, for London, Mr. J. McKenzie, Mrs. and Miss Hunter, Miss Stockwell and Mr. A. J. McClure; from Yokohama, Mr. Ponsonby, Mr. and Mrs. How; for London, Messrs. W. Hilliers and W. B. Newman.	
Per City of Rio de Janeiro, for Shanghai, Messrs. W. J. Soly, A. R. Dowler, H. A. Ramsden, T. Cowen and Chas. Kuhn; for Kobe, Mr. Abdulla; for Yokohama, Messrs. R. Wildman, Matsuda, Mrs. R. Wildman and infant, one	

NOTICE OF REMOVAL.

THE Offices of the HONGKONG DAILY PRESS, CHUNG NGOI SAN FO. CHRONICLE & DIRECTORY, have this day been removed to 9, PEAYA CENTRAL, Entrances East Lane, recently Messrs. W. & Co.'s Offices, behind Messrs. Shaw & Son's premises, Hongkong 1st May, 1900.

JOINT STOCK SHARES.

Hongkong, 8th June.

STOCKS.	NO. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	60,000	\$125	\$125	20/- div. & 10/- bonus at 1/14d = \$18,524 for 2nd half year '00	310 p. ct. pr. = \$12,276 (buyers)
Bank of China & Japan, Ltd.	169,875	25	25	None	21
Do. Deferred	1,250	25	25	45.50	25
National Bank of China, Ltd.	18,670	210	210	2/- for 1900	227, sales and buyers
Do. Founders Share	40,935	210	210	2/- for 1900	227
Giela	750,000	25	25	None	229
Bentung					
MARINE INSURANCES.					
Union Ins. Socy, Ltd.	10,000	\$250	\$20	80 p. ct. = \$18 for 1900	220, buyers
China Traders Ins. Co., Ltd.	24,000	\$38	\$25	10p. for 1900, and 30/- for 1901	225, sales and buyers
North China Ins. Co., Ltd.	5,000	\$100	\$100	5/- p. ct. final = 10/- p. ct.	216
Brainer	10,000	\$250	\$20	80 p. ct. for 1900	212, sellers
Gordone	10,000	\$100	\$100	5/- p. ct. for 1900	210, buyers
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$20	27/- for 1900	225, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	29/- for 1900	226, sales and buyers
SHIPPING.					
Hongkong, Canton and Amoy S. E. Co., Ltd.	80,000	\$15	\$15	8/- 20 for half year	221, buyers
Indo-China S. N. Co., Ltd.	60,000	\$100	\$100	10/- 20 for 1900	212, sellers
China & Manilla S. S. Co., Ltd.	13,000	\$36	\$36	10/- 20 for 1900	214, buyers
Douglas Steamship Co., Ltd.	20,000	\$20	\$20	12/- per cent. forward ending 30/6/99	214, sellers
China Mutual S. N. Co., Ltd.	20,000	\$10	\$10	Final of 3/- = 10/- p. ct. on prof. for 1900	210, buyers
Do. Ordinary	20,000	\$10	\$10	Final of 3/- = 10/- p. ct. on prof. for 1900	210, buyers
Do. do.	20,000	\$10	\$10	Final of 3/- = 10/- p. ct. on Ord. account '00	210, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05 = 12/- p. ct. for 1900	184, sales and sellers
South Transport & Trading Co., Limited	19,000	\$100	\$100	Final of 5 p. ct. = 8/- p. ct. for 1900	220, sales
REFINERIES.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$20	Final of 5/- = \$7 for '99	215, sellers
China Sugar Refining Co., Ltd.	20,000	\$100	\$20	Final of 5/- = 10/- p. ct. for 1900	215, sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	8/- 10 for 1900	216, sellers
MINING.					
Fujian Mining Co., Ltd.	60,000	\$8	\$7	None	86.10, buyers
Do. Preference	30,000	\$1	\$1	None	81.20
Do. do.	20,000	\$10	\$10	Final of 5/- = 12/- p. ct. for 1900	210, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	Final of 5/- = 12/- p. ct. for 1900	184, sales and sellers